SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

TIME TABLE
FOR THE
SALT LAKE DIVISION

55

To Take Effect Wednesday, July 9, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. P. HOPKINS,
Superintendent.

EASTWARD

SPARKS SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS				FIRST-CLASS					Distance from San Francisco		Time-Table No. 55 July 9, 1941	Distance from Imlay	FIRST-CLASS				SECOND-CLASS		THIRD-CLASS
	566	564	562	560	102	606	14	28	88					101	21	27	87	605	561	563
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Mixed	Pacific Limited	San Francisco Overland Limited	Challenger					Streamliner City of San Francisco	Pacific Limited	San Francisco Overland Limited	Challenger	Mixed	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Sparks yard BKWOTYP	5.55 PM	12.01 PM	5.55 AM	12.01 AM	10.45 PM	7.05 PM	5.40 PM	6.45 AM	5.25 AM	246.2	A. B. S. D.T.	TO-R SPARKS	138.1	s 2.30 AM	s 12.11 PM	s 8.15 PM	s 9.25 PM	s 6.15 PM	7.10 PM	1.20 PM
N S Spur 49 P	6.03	12.10	6.03	12.10	10.49	7.10	5.45	6.50	5.30	249.1		2.9 VISTA	135.2	2.25	12.04 PM	8.06	9.17	f 5.58	7.02	1.12
Spur 50 98 P	6.10	12.19	6.11	12.17		f 7.16	**5.50**	6.56	5.35	253.1		4.0 HAFED	131.2	2.20	11.59 AM	8.00	9.10	f **5.50**	6.55	1.06
49 95 WP	6.17	12.27	6.18	12.24		f 7.23	5.55	7.01	5.40	257.3		4.2 DITHO	127.0		11.52	7.53	9.03	f 5.38	6.48	12.58
50 81 P	6.25	12.35	6.26	12.32	11.01	f 7.30	6.01	7.06	5.45	262.1		4.8 TO CLARK	122.2	2.10	11.45	7.46	8.57	f 5.30	6.40	12.50
84 50 P	**6.32**	**12.42**	6.33	12.39		f **7.40**	6.06	7.11	5.51	266.7		4.6 THISBE	117.6		11.38	**7.40**	8.51	f 5.22	**6.32**	**12.42**
97 45 WP	6.40	12.50	6.41	12.47		f 7.53	6.11	7.16	5.56	271.4		4.7 GILPIN	112.9	2.00	11.31	7.34	8.44	f 5.16	6.25	12.30
Yard Limits YP	6.48	12.58	6.49	12.55	11.15	s 8.05	f **6.18**	7.21	6.02	276.1		4.7 TO-R FERNLEY	108.2	1.56	s 11.24	7.28	f 8.36	s 5.05	**6.18**	12.20
48 98 P	6.56	1.05	6.56	1.02		8.15	6.24	7.25	6.07	280.4		4.3 ARGO	103.9		11.16	7.20	8.28	4.54	6.09	12.11
81 51 P	7.03	1.11	7.02	1.08		**8.23**	6.28	7.29	6.12	284.4		4.0 PATNA	99.9	1.49	11.10	7.15	**8.23**	4.47	6.02	12.02 PM
Yard Limits BKWOTYP	**7.09**	1.17	7.08	1.14	11.24	s 8.40 PM	s 6.37	s 7.35	s 6.22	288.1		3.7 TO-R HAZEN	96.2	1.46	s 11.04	s **7.09**	s 8.15	4.40 PM	5.55	11.55 AM
50 102 P	7.16	1.24	7.15	1.21			6.43	7.41	6.28	292.5		4.4 MASSIE	91.8		10.54	6.58	8.07		5.48	11.46
50 101 P	7.24	1.31	7.23	1.29			**6.53**	7.46	6.33	297.4		4.9 FALAIS	86.9	1.39	10.49	**6.53**	8.02		5.41	11.37
82 50 P	7.31	1.38	7.30	**1.36**	11.34		7.00		6.38	302.0		4.6 UPSAL	82.3	**1.36**	10.44	6.46	7.57		5.34	11.28
49 105 P	7.39	1.46	7.38	1.44			7.05	7.55	6.43	306.8		4.8 DESERT	77.5		10.39	6.41	7.52		5.27	11.19
102 50 WP	**7.47**	1.54	7.46	1.52			7.10		6.48	311.7		4.9 TO PARRAN	72.6		10.34	6.36	**7.47**		5.19	11.10
100 50 P	7.54	2.01	7.53	1.59	11.44			8.04	6.53	316.1		4.4 HUXLEY	68.2	1.25	10.29	6.31	7.42		5.12	11.01
50 98 P	8.00	2.07	7.59	2.05	11.47		7.18	8.08	6.57	320.0		3.9 OCALA	64.3		10.25	6.27	7.38			10.54
49 99 P	8.07	2.14	8.06	2.12	11.50			8.12	7.02	324.2		4.2 MIRIAM	60.1		10.20		7.33		5.02	10.47
55 94 P	8.14	2.21	8.13	2.19	11.53		**7.26**		7.06	328.4		4.2 TOY	55.9	1.16	10.15	6.19	**7.26**		4.56	10.40
102 P	8.21	2.27	**8.19**	2.25			7.30	**8.19**	7.10	331.8		3.4 TOULON	52.5		10.11		7.21		4.50	10.34
102 P	8.28	2.34	8.26	2.32	11.59 PM		7.35		7.15	336.4		4.6 GRANITE PT.	47.9		10.06	6.11	7.16		4.44	10.27
19 YP	8.35	2.41	8.34	2.39	12.02 AM		7.40	8.28	7.20	340.5	D.T.	4.1 PERTH	43.8	1.07	10.01	6.06	7.12		4.37	10.20
134 125 WP	8.42	2.47	8.43	2.45	12.06		s 7.50	s 8.34	s 7.30	344.3		3.8 TO LOVELOCK	40.0	1.03	s 9.55	s 6.00	s 7.07		4.30	10.13
Spur 7 P							7.57	8.41	7.38	349.0		4.7 KODAK	35.3	12.58	9.45	5.50	6.58			
Spur 73 P							8.03	8.46	7.44	353.2		4.2 WOOLSEY	31.1							
Spurs 38 43 WP	9.06	3.10	9.06	3.07	12.18		f 8.12	8.51	7.50	357.8		4.6 OREANA	East 26.3 West 26.5	12.52	f 9.37	5.41	6.50			
M 126 P					12.24		8.24	9.00	8.01	366.0		8.2 RYE PATCH	18.1 18.3	12.45	9.28	5.32	6.42		3.58	9.41
Spur 8										372.6		6.8 VALERY	11.5 11.5							
M 133 WP					12.34		8.35	9.11	8.13	377.0		4.4 HUMBOLDT	7.1 7.1	12.35	9.16	5.20	6.30		3.41	9.24
Yard Limits BKOWYP	10.00 PM	4.01 PM	10.00 AM	4.01 AM	12.40 AM		s 8.45 PM	s 9.22 AM	s 8.23 AM	384.1		7.1 TO-R IMLAY	0.0 0.0	12.29 AM	9.06 AM	5.10 PM	6.20 PM		3.25 PM	9.08 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(138.1)	137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(4.05) 33.77	(4.00) 34.47	(4.05) 33.77	(4.00) 34.47	(1.55) 71.94	(1.35) 26.46	(3.05) 44.72	(2.37) 52.70	(2.58) 46.48			.....Time over District..... ...Average speed per hour...		(2.01) 68.47	(3.05) 44.78	(3.05) 44.78	(3.05) 44.78	(1.35) 26.46	(3.45) 36.82	(4.25) 31.26

RULE 5. Vista: Schedule time and train orders apply at end of double track.

Hazen: Schedule time and train orders of first-class trains apply at north siding and of other trains at south siding.

Perth: Schedule time and train orders apply at end double track.

Lovelock: Schedule time and train orders of eastward trains and westward first-class trains apply at train-order office.

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93. Westward trains are superior to trains of the same class in the opposite direction; EXCEPTIONS: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

RULE 85. Third-class and extra trains must not run ahead of No. 605 without train-order authority.

No. 27 reduce speed to 10 MPH at Fernley, daily except Sunday, to dispatch U. S. mail.

No. 28 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 & 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD — WESTWARD

WINNEMUCCA SUBDIVISION

Capacity of sidings in car lengths	SECOND-CLASS				FIRST-CLASS				Distance from San Francisco		Time-Table No. 55 July 9, 1941	Distance from Carlin	FIRST-CLASS					SECOND-CLASS			THIRD-CLASS
	576	574	572	570	14	28	88	102					39	21	27	87	101	77	561	61	563
	Freight	Freight	Freight	Freight	Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco					Western Pacific Exposition Flyer	Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWOYP	10.15 PM	4.15 PM	10.15 AM	4.15 AM	8.52 PM	9.27 AM	8.30 AM	12.40 AM	384.1	A. B. S. D. T.	TO-R IMLAY 4.6	150.2		s9.01 AM	s5.03 PM	s6.15 PM	12.29 AM		3.00 PM		7.25 AM
N S Spur 56 P					f9.01	9.33	f8.40		388.7		MILL CITY 8.3	145.6		f8.53	4.56	f6.06	12.25				
M 122 WP					9.11	9.41	8.50	12.53	397.0		COSGRAVE 9.6	137.3		8.41	4.47	5.58	12.19				
Spur 37 P	10.55	4.55	10.55	4.55	9.22	9.51	9.02	1.01	406.6 406.8		ROSE CREEK 5.3	127.7		8.30	4.37	5.48	12.11		2.25		6.50
100 P	11.05	5.05	11.05	5.05	9.29	9.57	9.08	1.05	412.1		BENIN 5.2	122.4		8.23	4.32	5.42	12.05		2.17		6.35
W 105 E 95 WP	11.15	5.15	11.15	5.15	s9.40	s10.06	s9.18	1.09	417.3		TO WINNEMUCCA 3.6	117.2		s8.16	s4.25	s5.36	12.01 AM		2.09		6.27
45 IP	11.25 PM	5.25 PM	11.25 AM	5.25 AM	9.47 PM	10.12 AM	9.25 AM	1.14 AM	420.9	A. B. S. Westward Only	TO-R WESO W. P. Connection 2.4	113.6	7.50 AM	8.06	4.17	5.28	11.58 PM	10.15 AM	2.04	4.30 PM	6.21
102 P									423.3		TULE 5.6	111.2	7.46	8.02	4.13						
82 P									428.9		EGLON 5.1	105.6	7.39	7.56	4.07	5.19					
93 WP									434.0		TO GOLCONDA 5.3	100.5	7.33	f7.49	4.02	f5.13	11.46	9.50	1.45	4.07	6.01
50 P									439.3		PREBLE W. P. Connection 4.2	95.2	7.27	7.42	3.57	5.07					
Spur 45 P									443.5		COMUS 4.6	91.0	7.22	7.37	**3.53**	5.03	11.39		1.29	**3.53**	5.45
49 49 P									448.1		IRON POINT 4.6	86.4	7.17	7.32	3.48	4.58		9.25			
49 Spurs 51 P									452.7		HERRIN 4.7	81.8	7.12	7.27					1.15	3.39	5.30
50 Spur 49 P									457.4		STONE HOUSE 3.9	77.1	7.07	7.22	3.39	4.49					
72 P									461.3		VALMY 5.0	73.2	7.02	f7.18	3.35	4.45	11.27	9.05	1.02	3.26	5.17
101 P									466.3		MOTE 4.6	68.2	6.57	7.13	3.30	4.40					
73 P									470.9		PIUTE 4.9	63.6	6.52	7.08	3.25	4.35					
72 WP									475.8		TO BATTLE MOUNTAIN 6.2	58.7	6.47	s7.02	s3.20	s4.30	11.17	8.30	12.40 PM	3.04	4.55
72 P									482.0		ROSNY 5.7	52.5		6.51			11.13	8.19			
71 P									487.7		ARGENTA 5.2	46.8	6.36	6.45	3.07	4.17		8.10		2.43	4.37
102 P									492.9		MOSEL 5.6	41.6	6.31	6.39	3.02	4.12	11.04	8.01			
50 49 P									498.5		SHOSHONE 5.2	36.0		f6.33	2.56	4.06	11.00	7.52		2.26	4.20
50 Spurs 49 P									503.7		LADOGA 4.5	30.8		6.28	2.51	4.01					
99 P									508.2		TO BEOWAWE W. P. Connection 4.5	26.3	6.16	f6.23	2.46	f3.55	10.51	7.35	11.50 AM	2.10	4.05
49 Spur 50 P									512.7		CLURO 4.3	21.8		6.17							
50 Spurs 51 P									517.0		HARNEY 4.6	17.5		6.12	2.36	3.44	10.41				
Spur 49 P									521.6		GERALD 4.1	12.9	6.01	6.06	2.30	3.38		7.15		1.50	3.45
52 55 WP									525.7	A.B.S.	TO PALISADE 5.5	8.8		f6.00	2.24	f3.32	10.31	7.05		1.40	3.35
83 P									531.2		TYROL 3.3	3.3									
Carlin Yard BKWOTP									534.5		TO-R CARLIN W. P. Connection	0.0	5.43 AM	5.45 AM	2.10 PM	3.18 PM	10.21 PM	6.45 AM	11.00 AM	1.20 PM	3.15 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.10) 31.37	(1.10) 31.37	(1.10) 31.37	(1.10) 31.37	(0.55) 39.92	(0.45) 48.80	(0.55) 39.92	(0.34) 64.58			........Time over District........ ....Average speed per hour......		(2.07) 53.66	(3.16) 45.97	(2.53) 52.09	(2.57) 50.91	(2.08) 70.40	(3.30) 32.45	(4.00) 37.55	(3.10) 35.87	(4.10) 36.04

Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Weso and Carlin.

On Southern Pacific tracks between Carlin and Weso Automatic Block System governs westward movement only, except between Carlin and west portal Tunnel No. 1, Palisade, signals govern movements in both directions.

RULE 5. Rose Creek: Schedule time and train orders apply at end double track.

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93: Westward trains are superior to trains of the same class in the opposite direction; EXCEPTIONS: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	
87	Any Station	Receive	Reno or West	
87	Any Station	Discharge		Ogden or East

EASTWARD

ELKO SUBDIVISION

WESTWARD

Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Carlin and Alazon.

On Southern Pacific tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Signal 5396, at west portal tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal tunnel No. 3 to Signal 5727 at west switch Elburz.

Capacity of sidings in car lengths	SECOND-CLASS				FIRST-CLASS				Distance from San Francisco		Time-Table No. 55 July 9, 1941		Distance from Montello	FIRST-CLASS					SECOND-CLASS			THIRD-CLASS
	572 Freight	570 Freight	576 Freight	574 Freight	28 San Francisco Overland Limited	88 Challenger	102 Streamliner City of San Francisco	14 Pacific Limited						21 Pacific Limited	39 Western Pacific Exposition Flyer	27 San Francisco Overland Limited	87 Challenger	101 Streamliner City of San Francisco	77 Western Pacific Fast Freight	571 Freight	61 Western Pacific Fast Freight	573 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Carlin Yard BKWOTP									534.5	A. B. S. West. Only	TO-R CARLIN W.P. Connection 3.0		127.4	s 5.30 AM	5.43 AM	s 2.00 PM	s 3.09 PM	s 10.18 PM	6.45 AM	10.15 AM	1 20 PM	2.30 AM
N S 82 P									537.5		VIVIAN 2.8		124.4	5.22	5.36	1.53	3.02	10.13	6.33	10.01	1.09	2.17
Spur 50 P									540.3	A. B. S. Westward Only	TONKA 4.2		121.6		5.33				6.28	9.55		2.11
51 50 P									544.5		MOLEEN 5.8		117.4	5.14		1.46	2.54		6.19	9.49	12.54	2.04
72 P									550.3		AVENEL 4.2		111.6	5.08	5.24	1.40	2.47		6.10	9.40		1.56
									554.5		WEST ELKO W.P. Connection 1.5		107.4	5.03	5.20	1.35	2.42		6.00 AM	9.33	12.35 PM	1.48
Elko Yard WP									556.0		TO-R ELKO W.P. Connection 4.5		105.9	s 5.00	5.17 s 5.10	s 1.32	s 2.39	9.57	Via WP Yard 5.30 AM	9.30	Via WP Yard 12.25 PM	1.45
83 P									560.5		COIN 4.3		101.4	4.49		1.25	2.29					
Spur 48 P									564.8		OSINO 3.0		97.1	4.44	5.01	1.21	2.24		5.15	9.15	12.09 PM	1.30
Spurs 51 49 P									567.8	A. B. S.	RYNDON 5.6		94.1									
88 WP									573.4		ELBURZ 3.3		88.5	4.33	4.52		2.13	9.39	5.00	9.00	11.54 AM	1.15
100 P									576.7	A. B. S. Westward Only	TO HALLECK 4.5		85.2	4.29	4.48	1.08	f 2.08					
82 P									581.2		RASID 4.1		80.7	4.24		1.03			4.48	8.48	11.42	1.03
Spur 52 P									585.3		NATCHEZ 4.3		76.6	4.20	4.39		1.59					
112 WP									589.6		TO DEETH 1.5		72.3	4.15	**4.35**	12.55	f 1.53	9.27	**4.35**	8.35	11.29	12.50
									591.1		W.P. CONNECTION 3.3		70.3									
Spur 57									594.4		NARDI 4.7		67.5				1.47					
Spur 154 24 P									599.1		TULASCO 4.5		62.8	4.05	4.25	12.46	1.42					
86 IP	6.15 PM	12.15 PM	6.15 AM	12.15 AM	1.47 PM	1.20 PM	4.10 AM	2.03 AM	603.6	A. B. S.	TO-R ALAZON W.P. Connection 3.9	D.T.	58.3	4.00	4.20 AM	12.41	1.36	9.17	4.05 AM	8.10	11.05 AM	12.25
Yard Limits BKWOYP	6.40	12.40	6.40	12.40	f 1.57	s 1.31	4.15	s 2.15	607.5		TO-R WELLS 6.1		54.4	s 3.53		f 12.34	s 1.29			7.59		12.15 AM
Eastward Track Spur 3									613.6		CEDAR 2.8		48.5									
Yard Limits 50 E 102 YP	7.30	1.25	**7.30**	1.25	2.16	1.51	4.29	2.36	616.4		TO MOOR 3.7		45.5	3.32		12.21	1.12	9.03		**7.30**		11.20 PM
98 50 WP	7.40	1.35	7.40	1.35	2.23	1.58	4.33	2.43	620.1		ANTHONY 4.0		41.8	3.27		12.16	1.07			7.22		11.12
50 50 P									624.1		HOLBORN 3.4		37.8	3.22								
50 98 P	7.54	1.49	7.54	1.49	2.32	2.08	4.41	2.53	627.5		FENELON 4.3		34.4	3.17		12.06	12.58	8.51		7.07		10.57
Spur 98 50 P	8.01	1.56	8.01	1.56	2.37	2.14	4.45	2.59	631.8		PEQUOP 5.0		30.1	3.12		12.01 PM	12.53	8.47		6.59		10.49
114 P	8.09	2.04	8.09	2.04		2.20	4.50	**3.05**	636.8		ICARUS 3.8		25.1	**3.05**		11.55 AM	12.47	8.42		6.50		10.40
Yard Limits 114 WYP	8.30	**2.25**	8.30	2.25	2.46	**2.25**	4.54	3.11	640.6		TO VALLEY PASS 4.2	D.T.	21.3	2.58		11.48	12.40	8.38		6.40		10.30
59 P					s 2.54	s 2.32		3.17	644.8		COBRE 5.0		17.1	2.51		s 11.42	s 12.34					
M 94 WP		**3.02**			**3.02**				649.8		LORAY 3.6		12.1	2.41		11.32	12.12	8.26				
P					3.07	2.46	5.09	3.29	653.4		TIOGA 1.9		8.5	2.33		11.25	12.06 PM					
Westwardtrack Spur 2 P									655.3		ULLIN 6.6		6.6									
Yard Limits BKWOYP	9.30 PM	3.35 PM	9.30 AM	3.25 AM	s 3.19 PM	s 2.58 PM	5.21 AM	s 3.41 AM	661.9		TO-R MONTELLO		0.0	2.15 AM		11.08 AM	11.49 AM	8.07 PM		5.30 AM		9.15 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(127.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.15) 17.93	(3.20) 17.49	(3.15) 17.93	(3.10) 18.41	(1.32) 38.02	(1.38) 35.69	(1.11) 49.26	(1.38) 35.69			........Time over District........ ....Average speed per hour......			(3.15) 39.20	(1.23) 49.95	(2.52) 44.44	(3.20) 38.22	(2.11) 58.35	(2.40) 25.91	(4.45) 26.89	(2.15) 30.71	(5.15) 24.26

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93: Westward trains are superior to trains of the same class in the opposite direction; EXCEPTIONS: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

RULE 5. Moor: Schedule time and train orders apply at end of double track.
Valley Pass: Schedule time and train orders apply at end of double track.

Nos. 27 and 28 reduce speed to 6 miles per hour at Wells to dispatch U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD OGDEN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS						FIRST-CLASS				Distance from San Francisco		Time-Table No. 55 July 9, 1941		Distance from Ogden		FIRST-CLASS						SECOND-CLASS	THIRD-CLASS
	572	570	576	574			28	88	102	14							27	87	101	21			571	573
	Freight	Freight	Freight	Freight			San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited							San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited			Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		East	West	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily
Yard Limits BKWOYP	10.10 PM	4.10 PM	10.00 AM	3.55 AM			3.24 PM	3.03 PM	5.21 AM	3.46 AM	661.9	A. B. S.	TO-R MONTELLO 6.4 6.4	D. T.	120.4	121.2	s 11.03 AM	s 11.44 AM	8.07 PM	s 2.10 AM			5.10 AM	8.40 PM
N S 113 P							3.32	3.12		3.55	668.3		TECOMA TECOMA 6.0 2.8		114.0	114.8	10.55	11.36	8.01	1.59			4.57	8.27
Grouse 121 P Gartney Spur23											674.3		GARTNEY GROUSE 5.5 9.5		108.0	112.0	10.51	11.32		1.54				
128 101 WYP	10.45	4.47	**10.38**	4.30			3.44	f 3.25	5.38	4.08	679.8		TO-R LUCIN 4.7		102.5		**10.38**	s 11.18	7.48	1.40			4.22	7.53
98 51 P	11.01	5.02	10.48	4.45			3.49	3.30		**4.13**	684.5		PIGEON 4.3		97.8		10.33	11.12	**7.44**	1.34			**4.13**	**7.44**
100 50 P	11.08	5.09	10.55	4.52				3.35		4.18	688.8		TECK 4.4		93.5		10.28	11.07		1.29			4.06	7.37
109 Spur 49 P	11.15	5.16	**11.02**	4.59			3.58	3.40	5.49	4.23	693.2		JACKSON 4.4		89.1		10.23	**11.02**	7.38	1.24			3.59	7.30
98 Spur 49 P	11.22	5.23	11.09	5.06				3.45		4.28	697.6		BEPPO 4.5		84.7		10.18	10.57		1.19			3.52	
Spur 48 115 WP	11.29	5 30	11.16	5.13			4.07	3.50		4.34	702.1		TO LEMAY 4.3		80.2			10.52		1.13			3.45	7.17
110 Spur 50 P	11.36	5.37	11.23	5.20			4.12	3.55	5.59	4.40	706.4		NEWFOUNDLAND 4.7		75.9		10.09	10.47	7.28	1.07			3.38	7.10
110 50 P	11.43	5.44	11.30	5.27			4.17	4.00		4.46	711.1		GROOME 5.2		71.2		10.04	10.42		1.02			3.31	7.03
94 49 P	11.51	5.52	11.38	5.35			4.22	4.06		4.52	716.3		ALLEN 4.4		66.0		9.58	10.36		12.56			3.23	6.55
101 51 YP	11.59 PM	6.00	11.46	5.43			4.27	4.11	6.09	4.57	720.7		HOGUP 4.6		61.6		9.53	10.31	7.18	12.51			3.16	6.48
99 50 P	12.07 AM	6.08	11.53 AM	5.51			4.32	4.16		5.02	725.3		OLNEY 4.7		57.0		9.48	10.26		12.46			3.09	6.41
100 50 P	12.14	6.15	12.01 PM	5.58			4.38	4.22		5.07	730.0		STRONGKNOB 5.2		52.3		9.43	10.21		12.41			3.02	6.34
49 107 OP	12.22	6.23	12.09	6 06			4.44	4.28	6.20	5.14	735.2		TO LAKESIDE 4.8	D.T.	47.1		9.38	s 10.15	7.08	12.34			2.54	6.26
	12.30	6.31	12.17	6.14			4.50	4.35	6.26	5.21	740.0		TRESEND 1.1		42.3		9.32	10.07	7.03	12.27			2.46	6.18
106 P	12.35	6.36	12.22	6.19							741.1		ENGLE 3.7		41.2									
Spur 12 108 P	12.52	**6.54**	12.39	**6.36**			5.07	4.52	**6.36**	5.39	744.8		MIDLAKE 5.3		37.5		9.20	9.54	**6.54**	12.14 AM			2.32	6.02
96 P	1.14	7.16	1.01	6.58			5.24	5.09		5.56	750.1		COLIN 2.1		32.2		9.03	9.36	6.42	11.56 PM			2.10	5.40
P	1.21	7.23	1.08	7.05			**5.30**	5.16	6.51	6.01	752.2		TO BRIDGE 3.0	D.T.	30.1		8.55	9.28	6.37	11.48			2.00	**5.30**
Spur 13 P											755.2		SALINE 3.3		27.1									
51 WP							5.37	5.24		6.10	758.5		PROMONTORY POINT 5.2		23.8		8.47	9.19		11.38				
Spurs 19 52 P											763.7		BAGLEY 3.5		18.6			9.11						
M 127 Spur 8 P	1.46	7.46	1.35	7.30			5.47	5.35		6.25	767.2		LITTLE MOUNTAIN 5.3		15.0		8.38	9.06	6.17	11.28			1.35	5.05
Spur 51											772.5		REESE 3.8		9.8			9.00						
M 127 P							5.56	5.47	7.13	6.37	776.3		WEST WEBER 3.7		6.0		8.29	8.56		11.19				
11 Spur											780.0		MARRIOTT 1.4		2.3									
											781.4		D. & R. G. CROSSING 0.9		0.9									
Ogden yard BKWOTYP	2.10 AM	8.10 PM	2.00 PM	7.55 AM			s 6.10 PM	s 6.05 PM	s 7.25 AM	s 6.55 AM	782.3		TO-R OGDEN		0.0		8.20 AM	8.45 AM	6.05 PM	11.10 PM			1.10 AM	4.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(120.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily
	(4.00) 30.10	(4.00) 30.10	(4.00) 30.10	(4.00) 30.10			(2.46) 43.51	(3.02) 39.69	(2.04) 58.25	(3.09) 38.22			........Time over District........ ......Average speed per hour......				(2.43) 44.61	(2.59) 40.62	(2.02) 59.60	(3.00) 40.40			(4.00) 30.30	(4.10) 29.08

RULE 5. Lucin: Schedule time and train orders apply at end double track.

Lakeside: Schedule time and train orders apply at end double track.

Engle: Schedule time applies at east switch of siding.

Bridge: Schedule time and train orders apply at end double track.

Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard.

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93: Westward trains are superior to trains of the same class in the opposite direction; EXCEPTIONS: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes, except at and between Tresend and Bridge first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD WADSWORTH SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS 552 Freight Leave Daily	Distance from San Francisco		Time-Table No. 55 July 9, 1941 STATIONS	Distance from Wendel	SECOND-CLASS 559 Freight Arrive Daily
Yard Limits YP	9.00 PM	276.1	TO-R	FERNLEY 2.0	82.6	9.40 AM
Spur 12 WP	9.15	278.1		WADSWORTH 3.1	80.6	9.30
55 P	9.30	281.2		DODGE 9.3	77.5	9.19
56 P	9.50	290.5		NUMANA 5.0	68.2	8.40
16 P	10.02	295.5		LIBBY 3.9	63.2	
57 P	10.11	299.4		HESLIP 5.4	59.3	8.05
Spur 19		304.8		ROMOLO 3.4	53.9	
56 WP	10.35	308.2		SUTCLIFFE 8.4	50.5	7.40
57 P	10.55	316.6		BRISTOL 5.2	42.1	7.15
28 WP	11.20	321.8		BIG CANYON 4.3	36.9	7.02
55 P	11.29	326.1		ZENOBIA 6.7	32.6	6.52
57 P	11.42	332.8		ASTOR 2.8	25.9	6.37
56	11.47 PM	335.6		EASTON 0.8	23.1	6.30
IP		336.4		FLANIGAN W. P. Crossing 8.8	22.3	6.25
60 P	12.10 AM	345.2		STACY 9.6	13.5	6.05
68	12.30	354.8		AMEDEE 3.9	3.9	5.40
Yard Limits BKWOYP	12.40 AM	358.7	TO-R	WENDEL	0.0	5.20 AM
	Arrive Daily			82.6		Leave Daily
	(3.40) 22.52			........Time over District........ ....Average speed per hour......		(4.20) 19.06

EASTWARD ALTURAS SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS 554 Freight Leave Daily	Distance from San Francisco		Time-Table No. 55 July 9, 1941 STATIONS	Distance from Alturas Yard	SECOND-CLASS 551 Freight Arrive Daily
Yard Limits BKWOYP	1.30 AM	358.7	TO-R	WENDEL 6.9	98.2	4.45 AM
68 P	2.00	365.6		VIEWLAND 9.1	91.3	4.15
102 WP	2.25	374.7		KARLO 8.9	82.2	3.45
69 P	**3.15**	383.6		SECRET 4.4	73.3	**3.15**
Spur 10 WP		388.0		HORSE LAKE 4.5	68.9	
84 YP	4.05	392.5		CREST 5.4	64.4	2.30
Yard Limits 102 WP	4.25	397.9	TO	RAVENDALE 6.8	59.0	2.00
10 P	4.45	404.7		TERMO 14.2	52.2	
83 WYP	5.30	418.9	TO	MADELINE 4.4	38.0	1.20 AM
72 YP	5.50	423.3		SAGE HEN 10.7	33.6	
72 W	6.35	434.0		INDIAN CAMP 4.7	22.9	
121 KWYP	7.20	438.7	TO	LIKELY 4.9	18.2	11.50 PM
Spur 11 P	7.45	443.6		BAYLEY 2.8	13.3	
Spur 5		446.4		McARTHUR 9.1	10.5	
P	8.10	455.5		PAOLA 1.4	1.4	
Yard Limits BKWOYP	8.20 AM	456.9	TO-R	ALTURAS	0.0	11.00 PM
	Arrive Daily			(98.2)		Leave Daily
	(6.50) 14.37			........Time over District........ ....Average speed per hour......		(5.45) 17.07

EASTWARD WADSWORTH SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS 556 Local Freight Leave Daily Ex. Monday	Distance from San Francisco		Time-Table No. 55 July 9, 1941 Westwood Branch STATIONS	Distance from Wendel	SECOND-CLASS 555 Local Freight Arrive Daily Ex. Sunday
Yard Limits BKWYP	12.15 AM	411.3	TO-R	WESTWOOD 4.1	52.6	7.55 AM
P		407.2	TO-R	MASON	48.5	

BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF WESTERN PACIFIC R. R. BETWEEN MASON AND WESTWOOD. TIME AT WESTWOOD FOR INFORMATION ONLY.

Capacity of sidings in car lengths	556	Distance from San Francisco		STATIONS	Distance from Wendel	555
P	12.30	407.2	TO-R	MASON 0.6	48.5	7.43
56	12.38	406.6		FACHT 4.3	47.9	7.40
		402.3		LASCO 2.2	43.6	
62 P	1.00	400.1		WESTWOOD JCT 0.7	41.4	7.20
		399.4		BLAIR 4.6	40.7	
54 WP	1.20	394.8		GOUMAZ 4.7	36.1	6.55
60 P	1.40	390.1		BUNNEL 8.2	31.4	6.30
Yard Limits KP	2.12 3.15	381.9	TO-R	SUSANVILLE 7.0	23.2	5.55 4.05
64 P	**3.40**	374.9		LEAVITT 7.8	16.2	**3.40**
55 P	4.00	367.1	TO	LITCHFIELD 8.4	8.4	3.20
Yard Limits BKWOYP	4.20 AM	358.7	TO-R	WENDEL	0.0	3.00 AM
	Arrive Daily Ex. Monday			(48.5)		Leave Daily Ex. Sunday
	(4.05) 12.88			........Time over District........ ......Average speed per hour......		(4.55) 10.86

EASTWARD OGDEN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco		Time-Table No. 55 July 9, 1941 Promontory Branch STATIONS	Distance from Ogden
Yard Limits WYP	679.2	TO-R	LUCIN 20.6	146.8
9 WP	699.8		WATERCRESS 34.3	126.2
Yard Limits WYP	734.1		KELTON 9.8	91.9
Spur 5	743.9		NELLA 4.7	82.1
Spur 9	748.6		MONUMENT 3.0	77.4
5 P	751.6		KOSMO 4.0	74.4
Spur 21	755.6		LAKE 9.4	70.4
19 W	765.0		ROZEL 7.9	61.0
32 P	772.9		PROMONTORY 9.1	53.1
42 P	782.0		LAMPO 2.4	44.0
Spur 18 W	784.4		BLUE CREEK 4.0	41.6
	788.4		CONNOR 5.4	37.6
	793.8		BALFOUR 3.7	32.2
Spur 20	796.5		DATHOL 1.6	29.5
Spur 234	798.1		STOKES 3.2	27.9
51 KP	801.3	TO-R	CORINNE	24.7

VIA UNION PACIFIC R. R. BETWEEN OGDEN AND CORINNE.
BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF UNION PACIFIC R. R. AND MOUNTAIN STANDARD TIME.

Capacity of sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Ogden
51 KP	801.3	TO-R	CORINNE 1.6	24.7
	802.9		CORINNE JCT. 23.1	23.1
Ogden yard BKWOTYP	826.0	TO-R	OGDEN	0.0
			(146.8)	
			.....Time over District..... ...Average speed per hour...	

Siding at Corinne will be used as main track for Union Pacific R. R. trains through Corinne.

Normal position switch west end siding for U. P. R. R. main track Malad Branch.

Normal position switch at east end of siding at Corinne is for siding and speed of 10 miles per hour must not be exceeded through turn out.

Train and enginemen when operating over U. P. R. R. tracks must set their watches to Mountain time, and when operating on Southern Pacific tracks must set their watches to Pacific time.

MINA SUBDIVISION

EASTWARD | WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco		Time-Table No. 55 July 9, 1941 Mina Branch	Distance from Tonopah Jct.	SECOND-CLASS	
	124 T & G Tonopah Express Mixed	606 Mixed					605 Mixed	123 T & G San Francisco Passenger Mixed
	LeaveDaily Ex. Monday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard Limits BKWOTYP		9.15PM	288.1	TO-R	HAZEN	137.9	s 4.15PM	
					4.8			
44		f 9.25	292.9		BANGO	133.1	f 4.05	
					2.3			
Spur 13		f	295.2		LAHONTAN	130.8	f	
					2.7			
43		f 9.34	297.9		RUGBY	128.1	f 3.55	
					9.1			
		f 9.52	307.0		APPIAN	119.0	f 3.38	
					6.8			
10 P		s 10.05	313.8		WEEKS	112.2	s 3.23	
					2.6			
35		f 10.10	316.4		CHURCHILL	109.6	f 3.17	
					11.4			
			327.8		N. O. B. CROSSING	98.2		
					0.2			
Yard Limits WYP		s 11.00	328.0	TO	WABUSKA	98.0	s 2.55	
					3.9			
5			331.9		LUX	94.1		
					15.8			
31		f 11.38	347.7		RESERVATION	78.3	f 2.03	
					6.5			
62 W		s 11.53PM	354.2	TO	SCHURZ	71.8	s 1.43	
					13.1			
35 P		f 12.30AM	367.3		GILLIS	58.7	f 1.15	
					2.0			
Spur 1 P		f 12.37	369.3		NOLAN	56.7	f 1.11	
					15.1			
43 Y		s 1.35	384.4	TO	THORNE	41.6	s 12.40PM	
					5.0			
44		f	389.4		DOVER	36.6	f	
					4.6			
35		f	394.0		KINKEAD	32.0	f	
					14.2			
39		s 2.35	408.2		LUNING	17.8	s 11.50AM	
					8.8			
Yard Limits BKWOYP	3.45AM	s 3.00AM	417.0	TO-R	MINA	9.0	11.30AM	s 11.10AM
					3.5			
Spur 2	f 3.55		420.5		SODAVILLE	5.5		f 11.00
					4.5			
Spur 3	f		425.0	JOINT TRACK	RHODES	1.0		f
					1.0			
Yard Limits	s 4.10AM		426.0		TONOPAH JCT.	0.0		10.40AM
	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday			(137.9)		Leave Daily Ex. Sunday	LeaveDaily Ex. Sunday
	(.25) 21.60	(5.45) 22.41			..........Time over District.......... ....Average speed per hour........		(4.45) 27.13	(.30) 18.00

When using Wye at Thorne, do so under flag protection.

EASTWARD | WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco		Time-Table No. 55 July 9, 1941 Fallon Branch	Distance from Fallon	SECOND-CLASS	
		602 Mixed					603 Mixed	
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	
Yard Limits BKWOTYP		7.45AM	288.1	TO-R	HAZEN	15.8	s 2.35PM	
					5.4			
11		f 7.59	293.5		MAHALA	10.4	f 2.22	
					4.6			
15		f 8.10	298.1		MIRAGE	5.8	f 2.13	
					2.8			
Spur 8		f	300.9		SANLAN	3.0	f	
					3.0			
Yard Limits WYP		s 8.20AM	303.9	TO-R	FALLON	0.0	2.00PM	
		Arrive Daily Ex. Sunday			(15.8)		Leave Daily Ex. Sunday	
		(0.35) 27.08			..........Time over District.......... ....Average speed per hour........		(0.35) 27.08	

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.

Sparks	W. R. Adams & Son	Winnemucca	Krenkel & Bosch
Alturas	Wm. Mayben	Ogden	Chas. D. Anderson

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamline trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to these trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (e). As specified below — — — — — — — — shall be indication flagman may return from east as prescribed by Rule 99:

Lucin, on Promontory Branch.
Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULE 14 (k). Also sound signal when passing rear of train to be acknowledged by trainmen by train signal 12 (c).

RULE 17 (c). For identification purposes headlight may be dimmed when passing the head end and rear end of train on adjoining tracks, except when nearing street or highway crossings.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators of trains arriving Sparks, Carlin, and Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 28. In double-track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 72. Eastward inferior trains may run ahead of overdue superior trains Alazon to Wells.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on Pages 2, 3, 4, and 5.

RULE 83. Train registers are not maintained at Bridge, Tresend, Lakeside, Valley Pass, Moor, Rose Creek, Perth, or Vista. If a positive observation check is made between Ogden and Bridge; Engle and Lakeside; Tecoma and Montello; Montello and Valley Pass; Alazon and Moor; Rose Creek and Imlay; Imlay and Valery; Rye Patch and Perth; and between Vista and Sparks, it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (A). At the following stations only the trains indicated will register:

Susanville—Extra trains originating or terminating when instructed by train order.
Fernley—Originating or terminating.
Lucin—Westward regular.
Hazen—Originating or terminating.
Wells—First-class, and originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Lucin	Westward regular trains.
Montello	Nos. 101 and 102.
Wells	First-class trains.
Imlay	First-class trains.
Mason	Nos. 555 and 556.

RULE 83 (D). If no operator on duty, trains originating may leave without obtaining clearance as follows: Mason, Susanville, Corinne, all trains. Mina—No. 124.

RULE 83 (E). A train may check the register against an extra when authorized by train-order in the following form:

"......may check register at......against Extra...... ...... on order No. ...."

A train so authorized to check the register must also register.

An extra when instructed by train-order in the following form:

"Extra .... register at ...... on order No. ......" will register, and place this order number and date in column captioned "Signals".

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

Sparks.........West M.P. 241.63
East M.P. 247.60

Fernley........West M.P. 274.43
On MainTrack..East M.P. 277.12
Wadsworth Subdivn.......
.........East M.P. 276.77
Hazen..........West M.P. 287.33
On Main Track.East M.P. 289.84
Mina Br........East M.P. 289.23

Imlay..........West M.P. 382.60
East M.P. 385.71

Carlin..........West M.P. 533.40
East M.P. 536.46

Carlin W.P.....West M.P. 642.97
East M.P. 647.09

Elko...........West M.P. 554.02
East M.P. 557.53

Wells...........West M.P. 606.20
East M.P. 609.50

Moor...........West M.P. 615.81
East M.P. 617.76

Valley Pass.....West M.P. 638.49
East M.P. 642.00

Montello.......West M.P. 660.23
East M.P. 663.36

Ogden.........West M.P. 780.21

Lucin, Prom. Br. West M.P. 679.19
East M.P. 679.85

Kelton.........West M.P. 733.16
East M.P. 734.67

Wabuska......West M.P. 327.10
East M.P. 328.89

Mina...........West M.P. 415.36
East M.P. 418.48

Tonopah Jct....West M.P. 425.26
East M.P. 426.65

Fallon.........West M.P. 302.86
End Line.......East M.P. 304.63

Westwood......West M.P. 409.52
East M.P. 412.47

Susanville......West M.P. 379.23
East M.P. 382.32

Alturas ....West M.P. 454.90
(On Sacto Divn.)

Ravendale.....West M.P. 396.97
East M.P. 398.13

Wendel........West M.P. 357.26
Wadsworth Subdivn......
.........East M.P. 359.87
Westwood Br...East M.P. 359.65

Second and third paragraphs of Rule 93 interpreted as being applicable to all tracks within yard limits.

Outbound engines, moving from roundhouse lead to west end of freight yard at Sparks, shall proceed west on eastward main track to crossover west of Seventeenth Street crossing and back into freight yard.

CARLIN. Trains and engines moving east on main track Carlin yard must stop before fouling west detour.

LUCIN. Yard limit boards cover Promontory Branch only.

RULE D-97 (A) will apply between Montello and Valley Pass and between Alazon and Moor.

RULE 98. Railroad Crossings at grade not interlocked.
D. & R.G.W.R.R.—Ogden-Stop. N.C.B.R.R.—Wabuska-Stop.

RULE 99. When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

When using lumber track spur in C. & M. Lumber Yard, Sparks, yardman must take position on road crossing before movement made over crossing in either direction.

RULE 104—NORMAL POSITION OF SWITCHES AT END OF DOUBLE TRACK AND JUNCTIONS WILL BE AS FOLLOWS:

Tresend, Lakeside, Lucin, Moor, Rose Creek, Vista and Sparks	For westward main track
Bridge, Valley Pass and Perth	For eastward main track
Hazen (Mina Branch)	For Mina Branch
Hazen (Fallon Branch)	For Mina Branch.
Fernley (Wadsworth Subdivision)	For siding.
Wendel	For Alturas Subdivision.
Lucin (Promontory Branch)	For westward siding.
Mason	For Western Pacific.

LAKESIDE. At end of double track operator when on duty will line and lock switch, provided head end authority of train is not restricted. Operator will also line switch from south siding to eastward main track.

MOOR. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to eastward siding.

Upper arm of two-arm Signal No. 6162 governs movement from eastward track to single track. Lower arm governs eastward movement through eastward siding. Rule 509 (e) governs.

VALLEY PASS. The normal position of east switch of crossover, which forms end of double track, will be for movement from double track to single track.

Trains taking siding Valley Pass from the east must know route properly lined and whether or not siding occupied before entering.

TRESEND. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to Engle Siding.

WENDEL. Normal position of west crossover switches between tracks No. 1 and No. 2 Wendel yard will be for movement through crossover. This route through track No. 2 will be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

HAZEN. Switches Hazen yard lined and locked for Mina Branch main track beginning at Junction switch located as first switch east of passenger station.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Diesel-powered streamlined train CITY OF SAN FRANCISCO.

RULE 105. The following are designated for use as sidings:

The track north of main track at:

Thisbe
Gilpin
Fernley
Patna
Upsal
Parran
Huxley
Anthony
Pigeon
Teck
Groome
Allen
Hogup
Olney
Strongknob

The track south of the main track at:

Ditho
Clark
Argo
Massie
Falais
Desert
Ocala
Miriam
Toy
Fenelon

Holborn: The track north of the main track is siding assigned for use by eastward trains, and the track south of the main track is siding assigned for use by westward trains.

Moor: Track south of the main track is siding assigned for use by eastward trains and must not be used by westward trains except by train-order authority.

Winnemucca: First track south of main track is siding assigned for use by eastward trains. Second track south of main track is siding assigned for use by westward trains.

Hazen: Track north of the main track is north siding. First track south of the main track is south siding. Trains using south siding will leave west end of siding clear, for use by Mina Subdivision trains, between west switch and junction switch to Mina Branch; trains to enter and leave siding through crossover east of Mina Branch junction switch when practicable.

RULE 221. Light will not be displayed in train-order signals on Mina Subdivision or Westwood and Promontory branches, except when train orders are to be delivered.

Susanville: All trains must obtain clearance when an operator on duty.

That part third paragraph Rule 221—reading "Or orders are held for any other train in same direction, the operator must not clear the signal" applies at Alazon except, unless otherwise instructed operator may clear the train-order signal for westward Southern Pacific trains when no orders are held for westward Southern Pacific trains.

RULE 825. Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, when lading projects above sides and end walls of car must not be placed in train next to cab of AC class engines.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

AUTOMATIC BLOCK SYSTEM

RULE 500 (A). Signals 2535 east end of Hafed, 5439 west end of Moleen, and 6803 at Lucin are located on left side of main track.

RULE 509. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of the track or structure as indicated below, and it must be known that they are safe for passage of train before proceeding:

Block Signal Number	Location	Description of Protection Afforded
P-2497	Vista..........	Spring switch with facing point lock.
P-2498	Vista..........	“ “ “ “ “ “
P-2524 P-2535	Hafed.........	Rock slide fence M. P. 252.40 to M. P. 252.80.
P-2534 P-2555	Hafed.........	“ “ “ M. P. 254.05 to M. P. 254.20 and M. P. 254.34 to M. P. 254.53.
P-2552 P-2571	Ditho.........	Rock slide fence M. P. 256.54 to M. P. 256.56 and M. P. 256.71 to M.P. 256.98.
P-3402	Perth..........	Spring switch with facing point lock.
P-3403	Perth..........	“ “ “ “ “ “
P-4064	Rose Creek....	“ “ “ “ “ “
P-4065	Rose Creek....	“ “ “ “ “ “
P-5181	Harney........	Rock slide fence M. P. 517.7 to M. P. 518.2.
P-5195	Harney........	“ “ “ “ “ “
P-5255	Palisade.......	“ “ “ M. P. 524.37 to M. P. 524.41.
P-5262 P-5285	Palisade.......	“ “ “ M. P. 526.30 to M. P. 526.43.
P-5282 P-5307	Tyrol..........	“ “ “ M. P. 530.70 to M. P. 530.72.
P-5306 P-5315	Tyrol..........	“ “ “ M. P. 530.80 to M. P. 530.87.
P-5340	Carlin.........	Spring switch with facing point lock.
P-5396 P-5401	Tonka.........	Rock slide fence over east portal Tunnel No. 2.
P-5396 P-5425	Tonka.........	“ “ “ M. P. 541.05 to M. P. 541.11 and M. P. 541.40 to M. P. 541.45.
P-6162	Moor..........	Spring switch with facing point lock.
P-6173	Moor..........	“ “ “ “ “ “
P-6396	Valley Pass....	“ “ “ “ “ “
P-6408 P-6409	Valley Pass....	“ “ “ “ “ “
P-6800	Lucin..........	“ “ “ “ “ “
P-6801	Lucin..........	“ “ “ “ “ “
P-7411	Engle..........	“ “ “ “ “ “
P-7412	Engle..........	“ “ “ “ “ “
P-7522	Bridge.........	“ “ “ “ “ “
P-7523	Bridge.........	“ “ “ “ “ “

SPARKS. Semaphore Signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of Signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track Sparks, from 1400 feet east of engine lead switch to Dispatcher's office, not protected by block signals.

From Dispatcher's office to dwarf Signal 2459 on westward main track, not protected by block signals.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop", engine must after stopping at signal, proceed only on hand signal from herder. Herder must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

CARLIN. Dwarf light Signal 5341 located 900 feet east of switch to west detour Carlin protects westward movement over this switch.

Trains finding this signal indicating stop will inspect this switch to see points are properly lined and closed for movement on main track before passing over it.

MOOR. Lower arm on Signal 6162 just west of end of double track governs eastward movement through eastward siding.

When top arm on Signal 6164, east of Moor station building, is in stop position, eastward trains on main track must know that spring switch at east end of eastward siding is lined for main track before passing over it.

VALLEY PASS. Dwarf light Signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time release which allows it to indicate proceed two minutes after a train has passed Signal 6402 but has not passed Signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

Westward trains taking siding Valley Pass must not pass Signal 6409 until switch has been lined for movement from westward main track to siding and switch must not be relined for normal movement until rear of train has passed fouling point opposite west switch of crossover.

ENGLE. Signal 7412 governs eastward movements from siding to main track. Dwarf light type Signal 7410 governs eastward movements on main track. An eastward train on main track will hold Signal 7412 at "stop". Two push buttons numbered 7410 and 7412 are located in box between signal cases at Signal 7412.

With a train on siding to allow a train to pass on main track, the operation is automatic and requires no action on part of trainmen. Do not touch push button.

With a train on main track to allow a train to pass on siding, press push button 7412 once, then leave it alone and Signal 7412 should clear after a time interval of 45 seconds.

With trains on both main track and siding either Signal 7410 or 7412 should be clear if instructions above have been complied with and the block is clear of trains. To cause opposite signal to clear press push button showing signal number which is at stop and this will place opposite signal at stop and cause this signal to clear after a time interval of 45 seconds.

Copy of these instructions posted in push button box.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be made as follows:

If indicator indicates "block clear", switches may be lined. When first switch or derail is lined, signal will indicate "stop". When second switch or derail is lined, signal will indicate "proceed" if block is clear. When signal indicates "stop" after proper line-up has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

SPRING SWITCHES

When making a trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while engine standing on or passing over these switches.

At Lovelock, Rye Patch, west detour Carlin; West Elko; Wells and Little Mountain, trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

Spring switches are located as follows and speed indicated must not be exceeded when passing over these switches:

			MPH
Vista..................	Facing westward	Passenger..............	60
		Freight..................	40
	Trailing eastward	Passenger..............	35
		Freight..................	30
Perth..................	Facing eastward	Passenger..............	65
		Freight..................	40
	Trailing westward	Passenger..............	35
		Freight..................	30
Lovelock, westward track	Trailing from siding	Passenger..........	25
		Freight..............	20
Lovelock, eastward track	Trailing from siding	Passenger..........	25
		Freight..............	20
Rye Patch, eastward track	Trailing eastward from siding......	Passenger..........	25
		Freight..............	20
Rose Creek............	Facing westward	Passenger..............	65
		Freight..................	40
	Trailing eastward	Passenger..............	35
		Freight..................	30
Carlin, east end of west detour	Trailing eastward from W. P. detour		15
Carlin, west end No. 1 track	Trailing westward from No. 1 track		15
East Carlin (W. P.)....	Trailing eastward from S. P. detour......		15
West Elko.............	Trailing westward from W. P. detour....		15
Wells, eastward track...	Trailing from siding	Passenger..........	25
		Freight..............	20
Moor..................	Facing westward	Passenger..............	50
		Freight..................	40
	Trailing eastward from siding......	Passenger..........	25
		Freight..............	20
Valley Pass, end of double track.........	Facing eastward	Passenger..............	60
		Freight..................	40
	Trailing westward	Passenger..............	25
		Freight..................	20
Valley Pass, west end siding..............	Facing eastward	Passenger..............	60
		Freight..................	40
	Trailing westward from siding.....	Passenger..........	25
		Freight..............	20
Lucin..................	Facing westward	Passenger..............	35
		Freight..................	30
	Trailing eastward..................		35
Engle..................	Facing westward..................		35
	Trailing eastward from siding......	Passenger..........	35
		Freight..............	30
Bridge.................	Facing eastward..................		35
	Trailing westward	Passenger..............	35
		Freight..................	30
Little Mountain, westward track	Trailing from siding..................		15
Little Mountain, eastward track	Trailing from siding..................		15

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping on spring switch.

Spring switches at end of double track Vista, Perth, Rose Creek, Valley Pass, Lucin and Bridge, at east end of west detour Carlin, at west end siding Valley Pass, at east end eastward siding Moor, and at east end of siding Engle are equipped with facing-point locks. When signals governing trailing movements are at "stop", spring switch must be operated by hand before and after movement has been made.

AUTOMATIC INTERLOCKING

FLANIGAN—Interlocking signals govern the use of Western Pacific Railroad crossing. Normal position of the signals is "stop". Trains approaching will cause the signals governing use of the crossing to change to "proceed" position, if no other train in approach circuit on intersecting tracks or within the limits of the plant. If signal does not display "proceed" indication, be governed by Rule 663.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points. Freight trains must be inspected at each water stop. Between Ogden and Sparks when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made between Hazen and Imlay east or west and between Bridge and Montello provided, in the judgment of conductor and engineer it is safe to do so, except trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature, must be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 percent of its marked capacity.

During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspection shall be made.

Running inspection must be made before going on Great Salt Lake trestle from either direction.

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from the rear of caboose for marks of derailment so that train may be stopped promptly. In the absence of trainmen in cupola, conductor must devote as much time as possible in watching train. Where trains are rounding curves and approaching sidings trainmen must look along side of train from head and rear end for indications of defects in train and also frequently observe condition of track to determine derailment-marks or dragging parts.

When train handling logs takes siding to meet opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train. No movement of train on siding will be attempted until expected train has passed.

Freight and mixed trains will stop as follows for inspection, and in addition, if retainers are used into the following points will comply with Air Brake Rule 33:

EASTWARD: Valley Pass or Icarus, Tioga; Lucin or Pigeon, except if stop at Lucin or Pigeon can be avoided, run may be continued to Jackson where inspection will be made; Bunnel, M.P. 430 (Alturas Subdivision) or Indian Camp and at Goumaz when handling logs.

WESTWARD: Anthony or Moor and Secret.

AIR BRAKE RULES

RULE 3. Brake pipe pressure for freight and mixed trains is 80 pounds.

RULE 24. Rear end air-brake test shall be made in accordance with paragraph (b) at:

Valley Pass............	Eastward freight trains.
Westwood Jct..........	Eastward freight and mixed trains.
Viewland..............	Westward freight trains.
Sage Hen..............	All freight trains.
Crest..................	Westward freight trains.
Moor...................	Westward freight trains.

RULE 33. Retaining valves will be turned up on freight and mixed trains as follows:

Anthony or Moor to Wells—	One	Retainer	for	Each	150 M's
Valley Pass to Montello....	“	“	“	“	150 M's
Promontory to Blue Creek..	“	“	“	“	140 M's
Promontory to Lake........	“	“	“	“	150 M's
M.P. 708 to Terrace........	“	“	“	“	150 M's
M.P. 708 to Matlin.........	“	“	“	“	150 M's
2½ Miles West of Goumaz to Susanville			“	“	130 M's
Sage Hen to Madeline......	“	“	“	“	140 M's
Crest to Karlo.............	“	“	“	“	120 M's
Viewland to Wendel........	“	“	“	“	140 M's
Sage Hen to Likely.........	“	“	“	“	140 M's

Tecoma to Lucin: Trains averaging 100 M's or more per car, one retaining valve will be used for every 200 M's in train.

Eastward freight trains stopped at Madeline or Icarus, westward freight trains stopped at Karlo, Ravendale or Anthony may, to avoid stopping at station indicated above, make inspection, rear-end test and turn up retainers at Madeline, Icarus, Karlo, Ravendale or Anthony.

All retainers will be turned up on express and other trains of passenger equipment when composed of 24 or more cars Valley Pass to Montello and Moor to Wells.

Eight retainers will be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

RULE 38. At Montello, Imlay and Wendel when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10 pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

RULE 39. Running air-brake test shall be made at:

Moor..............	Westward	Valley Pass....	Eastward
Crest..............	Westward	Sage Hen......	Both Directions
Viewland...........	Westward	Westwood Jct.,	Both Directions

Diesel propelled train, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb. pressure.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules S and X hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "stop," eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by Rule 509 applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work extras on either track:

Example 1. "Eng.________run extra on________Pacific track________ to________." This form of order must be given to all opposing trains on that track.

Example 2. "Eng.________works extra on________Pacific track ________M until________M between________and________." This form of order must be given to eastward trains on Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit only the registration of Southern Pacific eastward first-class trains to Western Pacific operator at Winnemucca who will enter same on register.

Eastward Western Pacific first-class trains and eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific Station Carlin; other eastward Southern Pacific trains will register on joint register at Southern Pacific Station Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead, East Carlin to Elko.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead of it West Elko to Carlin.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

(E) **Rule 83** will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) **Rules 83, 83** (D) **and 206** (A) will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) **Rule 83** (B). When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(H) **Rule 96.** Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on Western Pacific tracks. Such trains must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) **Rules 83** (D) **and 206** (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles per hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) **Southern Pacific Rule 21 (D)** will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(L) **Rule 83 (B).** When a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(M) **Rules 83 (D) and 206 (A).** A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(N) **Rule 96.** Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on Southern Pacific tracks. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(O) Third paragraph of Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(P) **West Carlin.** Main track detour switch, M. P. 643.4, interlocked.

Interlocking limits—Extend from Signal 6434SA, located 100 feet west of remote-controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop," be governed by Rule 663 (b), except that eastward trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by these signals, before flagging over switch, trainman must see that switch Lock Indicator located on post opposite switch indicates "locked" before signaling train to come ahead. When it indicates "unlocked," call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

West Carlin detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end of Carlin yard.

(Q) **East Carlin.** Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Spring switch at junction is normally lined for Western Pacific main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by sign "Block Limit Signal" located on south side of track. Eastward trains from Southern Pacific yard must not enter approach clearing circuit until overdue first-class trains on Western Pacific track have passed East Carlin.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find Signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour must not foul Western Pacific main track until approaching train has passed or comes to a stop.

(R) **Rule 667:** In addition, running switches must not be made, injectors used nor boosters started passing over remote controlled switch West Carlin and spring switch East Carlin.

(S) Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and/or West Carlin detours.

(T) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must leave lighted fusee and, when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93.

(U) **Elko.** East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(V) **West Elko.** Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

Spring switch at junction is normally lined for Southern Pacific main track. Eastward trains or engines must stop and examine switch points before moving over this switch.

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find Signal 5545 in stop position, after stopping and before proceeding, must provide flag protection against westward train on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour must not foul Southern Pacific main track until approaching train has passed or come to a stop.

(W) **Rule 667:** In addition, running switches must not be made, injectors used nor boosters started passing over spring switch West Elko.

(X) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon

West limits: Signal 7136SA on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal 7136SA.

East limits: Signal 7137SA on Western Pacific track and Signal 6035SA on westward Southern Pacific track and a point opposite Signal 6035SA on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

WESO

Eastward—From W. P. or S. P.
To WP Upper arm o —— ——
To SP Lower arm o —— o

Westward—From S. P.
To SP Upper arm o —— o
To WP Lower arm o —— ——

Westward—From W. P.
To SP Dwarf signal o —— o
To WP Dwarf signal o —— ——

WEST CARLIN

Eastward
To main track Arm Signal o —— ——
To Detour Light Signal o —— o, Red indicates "stop"; Green indicates "proceed."

ALAZON

Eastward
To WP Upper arm o —— ——
To SP Lower arm o —— o

Westward—From S. P. or W. P.
To WP o —— ——
To SP o —— o

When train has been given interlocking signal at any point and does not wish to use the route, give whistle signal o o —— o o for information of signal operator.

MISCELLANEOUS

1. Water or oil will not be taken at Wells on westward freight trains nor at Goumaz on eastward freight trains without detaching engine.

In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

Trains must not take water at Lovelock, except in case of emergency, and then only take sufficient water to reach next water supply.

3. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the Employe in charge of the work personally reports back to him.

A 90 pound brake application must be maintained during the progress of the work.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden underframe equipment.
(b) Engines weighing more than 235,000 lbs. on drivers will not be placed behind steel under frame cabooses.
(c) Air will not be coupled through pusher engine.
(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employees to uncouple pusher engine when cutting off.
(e) In no case will the knuckle be removed, or closed, or uncoupling lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.
(b) Engines weighing more than 235,000 lbs. on drivers will not be placed behind steel underframe cabooses.
(c) In no case will more than one helper engine be placed behind steel underframe cabooses.
(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class.
(e) Engines with cars must not be cut off or coupled to a train while the train is in motion.
(f) Helpers on eastward passenger trains occupying main track at Moor will stop and detach from the train at east switch north track.
(g) At Montello trains not exceeding 80 cars or 6500 Ms and at Wells trains not exceeding 80 cars or 7400 Ms may put helper ahead of road engine.
(h) On Alturas Subdivision no more than two engines will be coupled together in rear of train and in westward trains not more than one engine will be entrained immediately ahead of caboose, west of Sage Hen.
(i) At Montello helper engineers will not register at telegraph office.

7. Capacity of sidings between clearance points is based upon an average car length of 49 feet not including engines and caboose.

8. At points where engine is to be changed, or cars are to be set out or picked up on passenger trains, trainman will open train heat valve on rear of train at station one mile board and engineman will shut off the train heat one-half mile from station.

9. Freight trains stopping at Battle Mountain to take water or do switching will leave their train east of the main road crossing so as not to block same when engine is coupled to train.

Westward passenger trains stopping at Winnemucca will stop with rear of train clearing Bridge street crossing.

10. RESTRICTED TRACKS. AC 4-5-6, F, GS, Mt, and P class engines must not enter Pigeon pit, Perth pit, Fernley sand pit, Quarry tracks Lakeside except Mountain track in West Quarry at Lakeside to a point 14 cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and must not operate on Mina, Wadsworth or Alturas Subdivisions.

Engines exceeding 230,000 pounds on drivers must not be operated on Triolite spur Vivian, or Hesson-Standard Oil Co. spur Elko.

Engines exceeding 160,000 pounds on drivers must not be operated on Promontory Branch.

Engines must not go on spur Allen or on Old Mill track located on north side Hazen.

AC and Mk class engines must not go beyond 100 feet north of N. C. B. wye switch Wabuska.

AC and Mk class engines must not use any Fruit Growers Supply Company's tracks at Susanville, except main spur leading to Mill Pond and straight tracks on which scales are located, nor enter sump track at Susanville from west, and will not use planing mill track of Lassen Lumber and Box Company. Engines will not move past unloading dock on Lassen Lumber and Box Company's pond track. Engines heavier than 200,000 pounds on drivers must not be used on Red River Lumber Company tracks to Springfield Cedar Mill, Susanville. Engines must not exceed 10 MPH on tangent and 5 MPH on curves on this track and will hold on to 8 cars while spotting cars at their platform account sharp curve.

When switching California Pine Corporation Spur, Susanville, hold onto 6 cars.

Sand-loading track Fernley will not accommodate equipment higher than Hart convertible ballast cars. Engines switching this pit will hold on to 6 cars.

No engine other than six wheel switch engines are permitted on any industry track north of the westward main track between Park Street and W. P. interchange at Reno.

Sand must not be used at location rail lubricators.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

20. Handling of freight cars in trains behind passenger cars carrying passengers is prohibited.

Baggage, express, mail, refrigerator or other head end cars will not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express or mail car or a caboose.

29. Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Mason and Westwood; when operating via Western Pacific R. R. tracks Weso to Carlin and Carlin to Alazon.

Be governed by current time-table, bulletins and rules of Union Pacific R. R. between Corinne and Ogden.

Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH, except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Stream-liner Diesel Power Unit	Maxi-mum Except Stream-liner Diesel Power Unit	T 26, 32, 37, 40 A E P GS Mt 1, 2, 3, 4, 5 WPRR., TP 29 and Mt McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; Mk 5, 6, 7, 8, 9, M WPRR., Mk 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 AM 2; SP 1, 2, 3 WPRR. C 43 (Engs., 21 to 65)	C 12, 15, 17 AC 1, 2, 3 Mk 2, 4, 10 TW WPRR. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Class	Switch Engines S-SE Class, Forward, Backward and Light	E P A Mt 1, 2, 3, 4, 5 GS WPRR. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10 Incl. C 18-29 Incl. Mk 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, Mk 2, 4, 10 AC 1, 2, 3 AC 4, 5, 6 AM 2 WPRR., Mk C 43
2, 3, 4, 5	Sparks and Ogden except as follows:........	80	60	60	50	45	40	40	30	20	45	40	35	30
2	West switch and east P. F. E. switch, Sparks	15	15	15	15	15	15	15	15	15	15	15	15	15
2	Vista, end of double track, using turnout....	35	35	35	35	35	35	30	30	20	30	30	30	30
2	Between M.P. 252 and M.P. 254; M.P. 262 and M.P. 264; and curve M.P. 271............	60	55	55	55	45	40	40	30	20	45	40	35	30
2	On curve M.P. 274..........................	55	50	50	50	45	40	40	30	20	45	40	35	30
2	Perth, end of double track, using turnout...	35	35	35	35	35	35	30	30	20	30	30	30	30
2	Lovelock, passing station.................	30	30	30	30	30	30	30	30	20	30	30	30	30
2-3	Imlay, between outside switches...........	60	40	40	40	40	40	20	20	20	20	20	20	20
3	Rose Creek, end of double track, using turnout	35	35	35	35	35	35	30	30	20	30	30	30	30
3	Winnemucca, Bridge Street................	30	30	30	30	30	30	30	30	20	30	30	30	30
2-3	Between Weso and M.P. 274.20 (west of Fernley) on single track and with current of traffic on double track...................	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Weso, through interlocking plant using turnouts................................	25	25	25	25	25	25	20	20	20	20	20	20	20
3	M.P. 427½ to M.P. 426.....................	60	55	55	55	45	40	40	30	20	45	40	35	30
3	Through tunnels...........................	50	50	50	50	45	40	40	30	20	45	40	35	30
3	Battle Mountain, passing station...........	60	40	40	40	40	40	40	30	20	40	40	35	30
3	Shoshone Point curve M.P. 501.............	55	50	50	50	45	40	40	30	20	45	40	35	30
3	M.P. 517½ (Harney) to M.P. 428.57 (Eglon)	95	65	65	50	45	40	40	30	20	45	40	35	30
3	M.P. 519½ to M.P. 517½....................	60	50	50	50	45	40	40	30	20	45	40	35	30
3	M.P. 525 to M.P. 522......................	55	50	50	50	45	40	40	30	20	45	40	35	30
3	M.P. 527 to M.P. 526½.....................	45	40	40	40	40	40	40	30	20	40	40	35	30
3	M.P. 528 to M.P. 527......................	55	50	50	50	45	40	40	30	20	40	40	35	30
3	M.P. 532½ to M.P. 530½....................	60	50	50	50	45	40	40	30	20	45	40	35	30
3-4	Carlin, between west detour switch and east end icing platform....................	30	30	30	30	30	30	15	15	15	15	15	15	15
4	Through tunnels...........................	50	50	50	50	45	40	40	30	20	45	40	35	30
4	On curve M.P. 541½........................	60	50	50	50	45	40	40	30	20	45	40	35	30
4	Elko, through yard........................	30	30	30	30	30	30	30	30	20	30	30	30	30
4	M.P. 607.55 (Wells) to M.P. 542.20 (Moleen-Tonka)..................................	95	65	65	50	45	40	40	30	20	45	40	35	30
4	Alazon—Through Interlocking Plant, using turnouts................................	25	25	25	25	25	25	20	20	20	20	20	20	20
4	Wells, passing station....................	30	30	30	30	30	30	30	30	20	30	30	30	30
4	Wells to Moor, either track................	40	35	35	35	35	35	35	30	20	35	35	35	30
4	Moor to Wells—Eastward track.............	40	30	30	30	30	30	20	20	20	30	30	30	30
4	Moor to M.P. 611.40, westward track.......	54	45	45	45	45	40	20	20	20	35	35	35	30
4	M.P. 611.40 to Wells, westward track.......	54	45	45	45	45	40	25	20	20	35	35	35	30
4 4	Through eastward siding Moor and siding Valley Pass............ }	25	25	25	25	25	25	20	20	20	20	20	20	20
4	Moor and Valley Pass, leaving double track through crossover.....................	25	25	25	25	25	25	20	20	20	20	20	20	20
4	Between Moor and Icarus, on curves........	60												
4	Between Moor and Icarus, on straight track	80												
4	Between Moor and Icarus..................		55	55	55	45	40	40	30	20	45	40	35	30
4	Between Icarus and Cobre..................	80	60	60	50	45	40		30	20	45	40	35	30
4	Between Icarus and Valley Pass............							40						
4	Valley Pass to one mile east of Cobre, either track....................................							20						
4	Cobre to Valley Pass......................							40						
4	One mile east of Cobre to Tioga, eastward track....................................	55	45	45	45	45	40	25	25	20	35	35	35	30
4	Tioga to Montello, eastward track..........	60	50	50	50	45	40	25	25	20	35	35	35	30
4	Montello to Cobre, either track............	40	40	40	40	40	40	35	30	20	40	40	35	30
4-5	Montello, between outside switches.........	60	40	40	40	40	40	20	20	20	20	20	20	20

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track..........	......	Side..............	Reno
249.84	Bridge...........	5	Truckee River.....	Vista
258.07	Bridge...........	7	Truckee River.....	Ditho
262.51	Bridge...........	8	Truckee River.....	Clark
264.48	Bridge...........	9	Truckee River.....	Clark
264.70	Bridge...........	10	Truckee River.....	Clark
268.25	Bridge...........	11	Truckee River.....	Thisbe
268.69	Bridge...........	12	Truckee River.....	Thisbe
436.16	Bridge...........	2	Humboldt River...	Golconda
441.53	Bridge...........	3	Humboldt River...	Preble
518.80	Bridge...........	6	Humboldt River...	Harney
519.18	Bridge...........	7	Humboldt River...	Harney
519.70	Bridge...........	8	Humboldt River...	Harney
520.16	Bridge...........	9	Humboldt River...	Harney
520.56	Bridge...........	10	Humboldt River...	Harney
520.92	Bridge...........	11	Humboldt River...	Harney
522.07	Bridge...........	12	Humboldt River...	Gerald
522.35	Bridge...........	13	Humboldt River...	Gerald
523.09	W. P. Crossing.........	......	S. P. Track........	Gerald
523.34	Bridge...........	14	Humboldt River...	Gerald
525.02	Tunnel...........	1	....	Gerald
525.42	Bridge...........	16	Humboldt River...	Gerald
538.23	Bridge...........	17	Humboldt River...	Vivian
538.92	Bridge...........	18	Humboldt River...	Vivian
539.47	Bridge...........	19	Humboldt River...	Vivian
539.54	Tunnel...........	2	....	Vivian
539.93	Bridge...........	20	Humboldt River...	Vivian
540.89	Bridge...........	21	Humboldt River...	Tonka
541.16	Bridge...........	22	Humboldt River...	Tonka
541.64	Bridge...........	23	Humboldt River...	Tonka
542.45	Bridge...........	24	Humboldt River...	Tonka
566.55	Tunnel...........	3	....	Osino
567.19	Bridge...........	25	Humboldt River...	Osino
568.26	Bridge...........	26	Humboldt River...	Ryndon
568.68	Tunnel...........	4	....	Ryndon
569.85	Bridge...........	27	Humboldt River...	Ryndon
570.36	Bridge...........	28	Humboldt River...	Ryndon
570.57	Tunnel...........	5	....	Ryndon
778.49	Bridge...........	2	Weber River......	West Weber (eastward track)

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

Unless otherwise restricted, trains handling the various types of equipment listed below, must not exceed the speed indicated therefor:

Type of Equipment—Territory	Maximum Speed Allowed MPH
Trains handling wooden pile drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
On tangent main tracks..................................	35
Except SPMW 4044..................................	25
On tangent branch tracks..................................	25
On all curves: 5 MPH less than speed authorized on tangent track. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks..................................	20
On curves and on branch tracks..................................	15

SPEED RESTRICTIONS

Maximum Speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH, except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Streamliner Diesel Power Unit	Maximum Except Streamliner Diesel Power Unit	T 26, 32, 37, 40 A E P GS Mt 1, 2, 3, 4, 5 WPRR., TP 29 and Mt McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; Mk 5, 6, 7, 8, 9, M WPRR., Mk 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 AM 2; SP 1, 2, 3 WPRR. C 43 (Engs., 21 to 65)	C 12, 15, 17 AC 1, 2, 3 Mk 2, 4, 10 TW WPRR. C43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Class	Switch Engines S-SE Class, Forward, Backward and Light	E P A Mt 1, 2, 3, 4, 5 GS WPRR TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10 Incl. C 18-29 Incl. Mk 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, Mk 2, 4, 10 AC 1, 2, 3 AC 4, 5, 6 AM 2 WPRR., Mk C 43
2, 3, 4, 5	Sparks and Ogden except as follows:........	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Lucin and Lakeside entering double track...	35	35	35	35	35	35	30	30	20	30	30	30	30
5	Between Montello and Lakeside on single track and with current of traffic on double track..............	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Between M.P. 735 and M.P. 740 (Rambo Fill)	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Between M.P. 740 and M.P. 752 (Salt Lake Trestle)..............	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Engle, through siding and turnout..........	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Colin, east switch on main track..........	25	....	....	....	....	....	....	....	....	....	....	....	....
5	Bridge, leaving double track through turnout	30	20	20	20	20	20	15	20	20	20	20	20	20
5	Between Saline and Marriott, with current of traffic..............	95	65	65	50	45	40	40	30	20	45	40	35	30
2, 3, 4, 5	Turnouts and crossovers unless otherwise provided..............	15	15	15	15	15	15	15	15	15	15	15	15	15
2, 3, 4, 5	Through sidings except, Engle, Valley Pass and eastward siding Moor..............	10	10	10	10	10	10	10	10	10	10	10	10	10
2, 3, 4, 5	Using all wyes..............	10	10	10	10	10	10	10	10	10	10	10	10	10

SPEED RESTRICTIONS—Continued.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER		FREIGHT			LIGHT ENGINES RUNNING FORWARD
Page No.	BETWEEN	Maximum	T 1, 2, 8, 23, 26, 28, M, TW C 5, 8, 9, 10 Mk 2, 4, 5, 6 AC 1, 2, 3	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Class with Train or Light	T, 1, 2, 8, 23, 26, 28 M, TW C 5, 8, 9, 10 Mk 2, 4, 5, 6 AC 1, 2, 3
6, 7	Between Fernley and Alturas; Wendel and Susanville, except as follows:..............	40	40	30	15	20	30
6	On curves indicated by slow boards between M.P. 285 and M.P. 361..............	35	35	30	15	20	30
6	Between M.P. 361 and Viewland..............	30	30	20	15	20	30
6	On curve between M.P. 367 and M. P. 368..............	35	35	30	15	20	30
6	Between M.P. 375 and M. P. 385..............	30	30	20	15	20	30
6	Eastward from Crest to M.P. 395..............	30	30	20	15	20	30
6	Westward from M.P. 395 to Crest..............	30	30	30	15	20	30
6	Between Crest and M.P. 385..............	25	25	20	15	20	25
6	On curve at M.P. 415..............	35	35	30	15	20	30
6	Between Madeline and Sage Hen..............	30	30	20	15	20	30
6	Between Sage Hen and M.P. 438..............	25	25	20	15	20	25
6	Likely, crotch frog turnouts..............	10	10	10	10	10	10
6	Over W.P. crossing, Flanigan..............	20	20	20	15	20	20
6, 7	Wendel yard between outside switches..............	15	15	15	15	15	15
7	Lucin and Kelton..............	20	20	20	15	20	20
7	Kelton and Corinne..............	25	25	25	15	20	25
7	Susanville and Westwood Junction..............	25	25	20	15	20	25
7	Susanville yard, between outside switches..............	20	20	20	15	20	20
7	Westwood Junction and Mason..............	35	35	30	15	20	30
8	Fallon and Hazen..............	30	30	30	15	20	30
8	Hazen and Tonopah Jct..............	40	40	30	15	20	30
8	Mina and Tonopah Junction..............	40	....	30	15	....	20
6, 7, 8	Turnouts and crossovers unless otherwise provided..............	15	....	15	15	....	15
6, 7, 8	Through sidings and using wyes, unless otherwise provided..............	10	....	10	10	....	10

6 Between Fernley and Alturas, F class engines may be operated as follows:

Passenger service: maximum speed 35 MPH. Where AC class engines are restricted to less than 40 MPH, F class engines are restricted to 5 MPH less; except where restriction is 20 MPH or less for AC class engines, F class will observe same restriction.

Freight service: where 30 MPH is authorized for AC class engines, speed of F class engines will be restricted to 25 MPH and where restriction of AC class is 20 MPH or less, F class will observe same restriction.

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):
On tangent main tracks.............................. 25
On curves and on branch tracks.............................. 15

Trains handling steel pile drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:
On tangent main tracks.............................. 35
On tangent branch tracks.............................. 25
On all curves: 5 MPH less than speed authorized on tangent track. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express, and other head end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra train contains both wooden and steel passenger carrying cars, the wooden equipment must be kept together and on the rear.

Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 MPH.

All cars moved in passenger trains must be equipped with steel tired or all steel wheels.

Maximum speed of any disabled engine handled in train or running under own steam must not exceed:
All classes, including S and SE engines,
when not equipped with engine trucks..................20 MPH.
When pilot removed..................20 MPH.
When main rod only removed..................30 MPH.
When side rods only are removed..................30 MPH.
When both main and side rods are removed..................20 MPH.
When handled in train and all rods on..................30 MPH.

Maximum speed permitted engines backing is 30 MPH, except as otherwise provided, and will not exceed 15 MPH on curves and approaching grade crossings.

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backward.

When all the weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 MPH.

When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed must not exceed 30 MPH.

Wooden superstructure outfit cars occupied by employees will not be moved on head end of trains.

Passenger trains (including Streamliner "CITY OF SAN FRANCISCO" handled by diesel powered units) when running against current of traffic or eastward in paired track territory Weso to Alazon, restricted to maximum speed of 60 MPH and must observe slow boards, bulletins, and train orders requiring lesser speed.

Between M.P. 280 and yard limit Fernley, Wadsworth Subdivision, westward freight trains may run 35 MPH.

Fire train of Red River Lumber Company may make following speed: Between Mason and Westwood Jct., 35 MPH; between Westwood Jct. and Susanville 25 MPH, and through all tunnels 10 MPH.

Between Hazen and Mina mixed trains, when handled by T 23, 28, 31 class, or smaller engines, may run 35 MPH.

Maximum speed for McKeen and gas electric motor cars when backing is 60 MPH, and restricted speed of passenger trains as indicated at various locations must be observed.

Southern Pacific tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH. This restriction does not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.

Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 MPH.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached, or engines with auxiliary water car and caboose only may make speed allowed steam passenger trains between Tresend and Bridge.

Following engines have been cross counter balanced and are permitted speed of 55 MPH when handling passenger trains, subject to other restrictions:
Class F-1, 3, 4, 5: 3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.
All AC-7 and AC-8 class engines.

SPECIAL INSTRUCTIONS—Concluded.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
" " —A. R. E. No. 40-154		78,000		
" " — " " 155-224		89,000		
" " — " " 500-506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Assembly (ACI)			168,950	168,950
Club......(ACI)	146,210	122,300	172,200	164,700
Official....(NAC)	170,700	155,370		
" (ACW)—Cars 107-128			182,800	182,800
" (ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
" —72 ft. (ACI)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			120,900	104,500
" — " —Art. (ACS)			205,400	172,600
" —74 ft. (ACI)			180,915	173,125
" —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
" —70 ft. (ACI)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (ACI)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACI)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Daylight—(12-car train) (ACS)			1,344,080	1,147,280
" —Comb. Baggage & Coach (ACS)			118,940	102,540
" —Art. Chair (ACS)			203,640	170,840
" —Tavern (ACS)			130,850	114,450
" —Diner (ACS)			129,860	113,460
" —Parlor (ACS)			115,880	99,480
" —Parlor-Observation (ACS)			118,690	102,290
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
" —77 ft. (" ") (ACW)			162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
" —77 ft. (" " ") (ACM)			189,581	173,836
" —79 ft. (NAC)	169,100			
" —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (" " ") (ACI)			189,800	181,630
" (Arch Roof) (ACI)			167,500	160,300
" (" ") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
" —77 ft. (ACI)			194,543	186,166
"		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
" — " (ACM)	160,800	153,000	192,300	176,300
" — " Lounge (ACM)	171,200		194,900	178,900
" — " " (ACI)	171,200		187,682	179,600
" —Bedroom (ACI)	167,600		183,920	176,000
" — " (ACM)	167,600		195,800	179,800
" —Sleeper (ACM)	163,100		191,100	175,100
" — " (ACI)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" — " (ACI)	153,000		168,665	161,400
Streamliner "City of San Francisco" (18 cars including power units)			2,807,000	2,807,000
Power Units, SF-1, 2, 3			882,260	882,260
Power Units, SF-4, 5, 6			994,460	994,460
(Note: If train is less than 18 cars, deduct (130,500 lbs. per car.)				
Rail, Gas-Electric—400 H.P.	158,400			
" " " —600 H.P.	167,200			

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

RATING OF ENGINES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sparks to Lovelock Moor to Holburn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello To Valley Pass	Rye Patch to Deeth Holborn to Pequop	Lucin to Montello	Hazen and Wabuska	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas Yard	Alturas Yard to Likely Karlo to Viewland	Wendel to Susanville	Susanville to Westwood	Westwood to Susanville
M-4	M-63 20/28 126	1617 to 1713	190	6350	4200	1300	4800	2950	2700	1400	3800	1100	5150	3850	....	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	7800	5200	1600	6000	3650	3300	1730	4600	1400	6300	4750	5400	900	1800
T-26	T-69 21/28 152-S	2283 to 2299	200	7050	4650	1400	5400	3350	2950	1500	4200	1200	5600	4200	4750	800	1600
T-23	T-63 21/28 156-S, 163-SF	2301 to 2310	210	8200	5400	1725	6300	3800	3450	1830	4900	....	....	....	....	1000	1900
T-28,31	T-63 22/28 162-S	2311 to 2362	210	9000	5900	1900	6900	4250	3800	2010	5300	....	....	....	....	....	....
T-32	T-69 23/28 174-S	2363 to 2384															
P-8,10	P-73 25/30 181-SF	2461 to 2475, 2478 to 2491	200	10000	7000	2150	7500	5000	....	....	....	....	....	....	....	....	....
P-8,10	P-73 25/30 183/B-63-SF																
C-9,10	C-37 22/30 200-SF	2698 to 2860, 2513 to 2599	210	10000	7000	2150	7500	5000	4200	2200	6000	1800	8000	6000	6800	1260	2350
C-8,9,10	C-57 22/30 192-S, 194-S																
Mk-2,4	Mk-57 23½/30 206-S, 230-SF	3201 to 3240	210	12000	8700	2475	9200	6000	....	....	7250	2300	10250	7700	8000	1650	2950
Mk-5,6	Mk-63 26/28 210-S, 233-SF	3241 to 3277															
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	13500	11000	3500	11500	8100	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3763, 3679	200	14000	11500	3725	12000	8500	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-62-SF	3764 to 3768															
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	13000	9800	2925	10500	7500	....	....	....	....	....	....	....	....	....
AC-1,2,3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	18500	16500	3950	17000	9100	....	....	11200	3400	13000	11250	8000	3000	4400
GS-1	GS-73 27/30 262-104-SF	4400 to 4410	250	13700	10400	3025	11000	7900	....	....	....	....	....	....	....	....	....
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4416															
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4430	280	13900	10600	3100	11200	8000	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Car		Less than 40 M's		6	6	3	6	6	6	6	6	6	6	6	6	3	6
		40 M's to 50 M's		3	3	0	3	3	3	3	3	3	3	3	3	0	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Examiner and Surgeon
Ogden	Dr. W. J. Thomson	District Surgeon
Ogden	Dr. R. L. Draper	District Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham City	Dr. R. A. Pearse	Emergency Surgeon
Montello	Dr. W. L. Howell	District Examiner and Surgeon
Wells	Dr. A. C. Olmsted	District Examiner and Surgeon
Elko	Dr. A. J. Hood	District Examiner and Surgeon
Elko	Dr. R. P. Roantree	District Examiner and Surgeon
Carlin	Dr. C. W. Eastman	District Examiner and Surgeon
Battle Mountain	Dr. S. R. Clark	District Examiner and Surgeon
Winnemucca	Dr. Geo. F. Pope	District Examiner and Surgeon
Winnemucca	Dr. Chas. E. Swezy	District Examiner and Surgeon
Imlay	Dr. F. H. Harrison	District Examiner and Surgeon
Lovelock	Dr. J. R. Gill	District Examiner and Surgeon

COMPANY SURGEONS—Continued

LOCATION	NAME	TITLE
Sparks	Dr. H. A. Paradis	District Examiner and Surgeon
Sparks	Dr. Alan J. Roche	Asst. Dist. Surgeon
Reno	Dr. Horace J. Brown	Division Examiner and Surgeon, State of Nev.
Reno	Dr. Leo F. Corvino	Asst. Dist. Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. C. W. West	District Surgeon
Reno	Dr. E. C. Creveling	Emergency Oculist and Aurist
Fallon	Dr. H. K. Wilson	District Examiner and Surgeon
Fallon	Dr. H. W. Sawyer	District Surgeon
Susanville	Dr. G. S. Martin	District Examiner and Surgeon
Susanville	Dr. G. R. Fortson	District Examiner and Surgeon
Mina	Dr. D. A. Smith	District Examiner and Surgeon
Yerrington	Dr. S. R. McGee	Emergency Surgeon
Alturas	Dr. John Stiles	District Examiner and Surgeon
Westwood, Calif.	Dr. Herman G. Levin	District Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patient cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—Dee Hospital, Ogden.
Emergency Hospital—Ogden.
Emergency Hospital—Sparks.
Emergency Hospital—Mina.

CHIEF TRAIN DISPATCHERS

F. W. SMITH	Ogden
G. E. PAYNE	Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS

J. E. VAIL	Ogden
CHAS. O'LAUGHLIN	Ogden
H. F. McDONALD	Sparks
L. R. NORRIS	Sparks

TRAINMASTERS

J. F. McCUISTION	Sparks
M. E. SOMERLOTT	Carlin

ROAD FOREMAN OF ENGINES

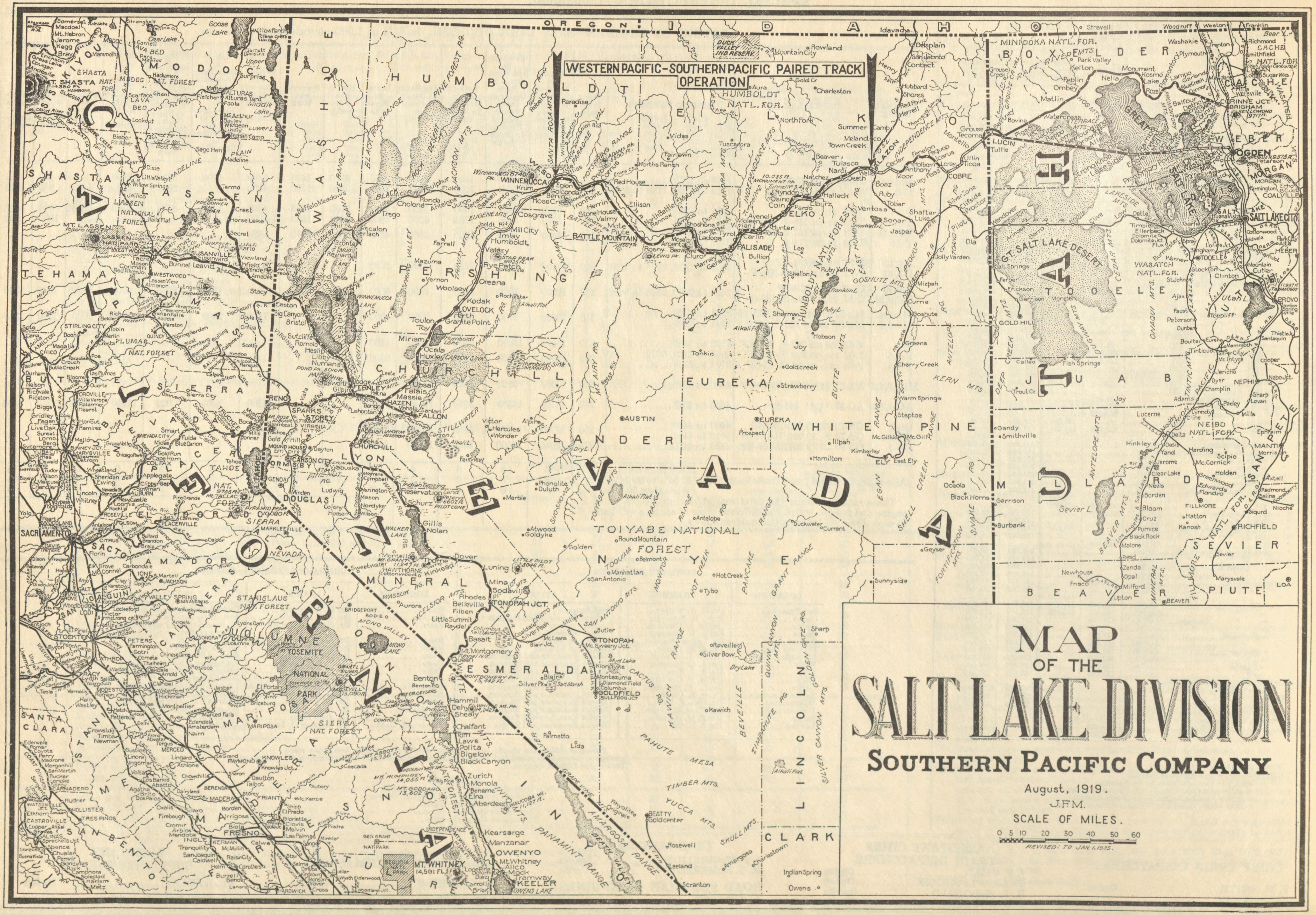
B. E. EAGER	Sparks

ASSISTANT TRAINMASTERS

D. W. TANNER	Montello
B. K. SMITH	Imlay

ASSISTANT SUPERINTENDENTS

T. J. FOLEY	Ogden
A. F. GREEN	Sparks


OREGON
IDAHO
WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
CALIFORNIA
NEVADA
UTAH
HUMBOLDT
ELKO
WASHOE
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
NYE
MINERAL
ESMERALDA
LINCOLN
CLARK
LYON
DOUGLAS
BOX ELDER
TOOELE
JUAB
MILLARD
BEAVER
SEVIER
PIUTE
SALT LAKE CITY
OGDEN
RENO
WINNEMUCCA
ELKO
TONOPAH
GOLDFIELD
SACRAMENTO
GREAT SALT LAKE
GT. SALT LAKE DESERT
TOIYABE NATIONAL FOREST
0 5 10 20 30 40 50 60
REVISED: TO JAN. 1, 1935.

MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.